

Public Transportation and Bicycle Committee Meeting 24 January 2011

Attendance: John Bamberger, Richard Fein, Lynn Grabowski, Karen Kowles (chair), Peter Lillya, Fran VanTreese, Eve Vogel, Glenn Barrington (UMass Transit), Guilford Mooring (Superintendent of Public Works), Rob Crowner (Complete Streets Committee), Kevin Eddings (Complete Streets Committee), Dorie Goldman (Mass Bike P. V.), Vincent O'Conner (Chair, Public Works Committee).

Glenn Barrington reported that **route 32 July-Dec ridership for FY2011 slightly exceeds that for the same period of FY10** (increase 3.7 %). In response to a question by Lynn Grabowski, Glenn said that bus pullouts will be part of the impending Main St. rebuilding.

Lynn Grabowski, Kevin Eddings and Rob Crowner, **the Complete Streets Subcommittee**, reported briefly on their detailed survey of town streets that will be improved as part of the Pavement Improvement Plan recently approved by Town Meeting. "Complete streets are those accessible and safe for all kinds of users, not just motor vehicles, and should include sidewalks, bicycle lanes, and public transportation infrastructure such as bus pulloffs and bus shelters." The proposal is to undertake bringing the repaired streets up to this standard and to cover additional costs by lengthening the PIP project from 2 to 3 years. For details, see memo to the Superintendent of Public Works in Addendum 2 below.

It was moved seconded and voted (7-yes, 0-no, 0-abstain) that the PTBC inform the Selectboard of its support for this Complete Streets proposal by memo. The memo is reproduced below as Addendum 1.

In it was voted (6-yes, 0-no, 1-abstain) that, **the Committee authorizes Chair Karen Kowles to notify concerned town committees like Public Works, Shade Tree etc. of PTBS support.**

In it was voted (6-yes, 0-no, 0-abstain), **to notify the Joint Capital Planning Committee of the Committee's support for Complete Streets.**

Minutes for the Committee's 14 December 2010 meeting were approved by vote (7-yes, 0-no, 0-abstain).

Fran reported on the **proposal for a CPA allocation for a study of the "North Amherst Bicycle Path"** (see minutes for 12/14/2010). David Ziomek confirmed that town counsel advises that if there is any land acquisition or easement acquisition involved, that CPA money can be spent for the path if it has a recreational intent. The proposal must be presented to the CPA Committee on 3 February. Fran and Eve will meet with Dave to plan the presentation.

Hiring a consultant to **develop detailed and prioritized public transportation plan based on the Town Master Plan** was discussed briefly.

Next meeting will be on Tuesday, 22 Feb 2011 at 4 pm.

Respectfully submitted,
Peter Lillya, secretary

Addendum 1.

Dear members of the Select Board,

The Public Transportation and Bicycle Committee respectfully requests your support for "complete streets" treatment of the roadways scheduled to be repaired over the next two years with an \$8 million funding package drawn from various sources (the Pavement Improvement Plan, or PIP).

Complete streets are those accessible and safe for all kinds of users, not just motor vehicle drivers, and include sidewalks, bicycle lanes, and public transportation infrastructure such as bus pulloffs and bus shelters.

It is the position of the committee that these elements of the town's transportation and circulation system are necessary for a healthy and forward-looking community; indeed, the town's master plan calls for them. In addition, the town's efforts to promote "safe routes to school" would benefit from an expanded complete streets network.

It is the committee's understanding that upgrading bus, bike, and pedestrian features simultaneously with adjacent road repaving is advantageous both practically and financially; therefore, the committee urges the Select Board to request the Superintendent of Public Works to include complete streets treatment on selected streets on the PIP, according to the recommendations of appropriate committees. In order to accomplish this, the committee proposes that additional funds be added to the PIP by means of increasing the scope of Mass Highways grant requests under the TIP and PWED programs (for the Belchertown Road and Pine Street segments, respectively), adding a third year of Chapter 90 disbursements to the plan, and including the annual \$30,000 capital plan allotment for sidewalk construction.

Chapter 90 money can be used to repair or construct sidewalks adjacent to road resurfacing projects, so all that will be required is a shuffling of the order in which funding sources are assigned to roads on the PIP. It will also delay resumption of the annual repair schedule for one more year, but we believe the opportunity to upgrade our streets to complete and to improve our safe routes to school network is worth this slight inconvenience.

Thank you for your consideration of this request.

Sincerely,
Public Transportation and Bicycle Committee members

Addendum 2.

MEMORANDUM

To: Guilford Mooring, Superintendent of Public Works **Date:** December 7, 2010

From: Rob Crowner (Town Meeting member, Pct. 9), Kevin Eddings (Town Meeting member, Pct. 5), Lynn Grabowski (Public Transportation and Bicycle Committee member), Rob Kusner (Town Meeting member, Pct. 3)

Subject: 2011 supplemental transportation bond authorization request

To place Amherst on the road towards its transportation goal of complete streets, adopted this year,¹ we propose that, beginning in 2011, roadway improvements and associated public transit, pedestrian, and bicycle projects be undertaken simultaneously. As an initial step, we propose that a \$1,196,000 bond authorization to undertake public transit, pedestrian, and bicycle projects be presented to Spring 2011 Town Meeting to supplement the \$7,897,893 cost of the Pavement Improvement Plan that the Town will initiate in 2011.

To allow time to identify these projects while simultaneously meeting deadlines, we respectfully ask that a supplemental bond placeholder of \$1,196,000 be included in the Department of Public Work's capital request for the 2011-2012 fiscal year. We arrived at this figure by first summing the cost of those road improvements identified in the Department of Public Works FY11 Pavement Improvement Plan that occur on streets we believe also merit improvements to meet the needs of pedestrians, bicyclists, and users of mass transit (\$4,785,000). We then multiplied this amount by 25%, the approximate increase that pedestrian, bicycle, and bus projects can be anticipated to add to any particular street repair cost, according to your December 10, 2008 memo to the Select Board ($\$4,785,000 \times 25\% = \$1,196,000$). These projects and this figure, of course, are preliminary assessments.

We are encouraged by the support our proposal to adopt a complete streets approach to maintaining and improving our Town's transportation infrastructure received last week from the Public Transportation and Bicycle Committee, and in

¹ "Goal. A balanced, inclusive, accessible, safe, environmentally responsible transportation and circulation system that serves users of public transit, pedestrians, bicyclists, and drivers, and that is connected within and among different modes both in Amherst and the region." *Chapter 9, Transportation and Circulation, Amherst Master Plan, adopted February 3, 2010*

the near future will be contacting other Town committees and boards to request their support and involvement as well. We'd welcome the opportunity to meet with you soon to discuss and refine it. In the meantime, we'd like to ask you to include for this purpose a supplemental bond placeholder of \$1,196,000 in the capital request presently being prepared by the Department of Public Works for the Town's 2011-2012 budget.